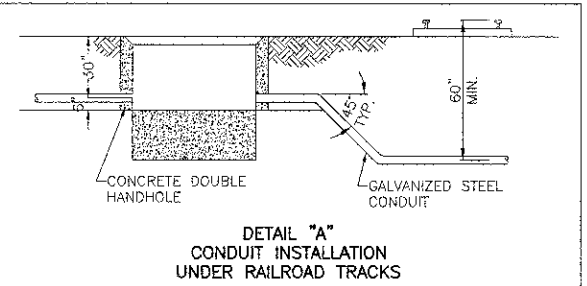
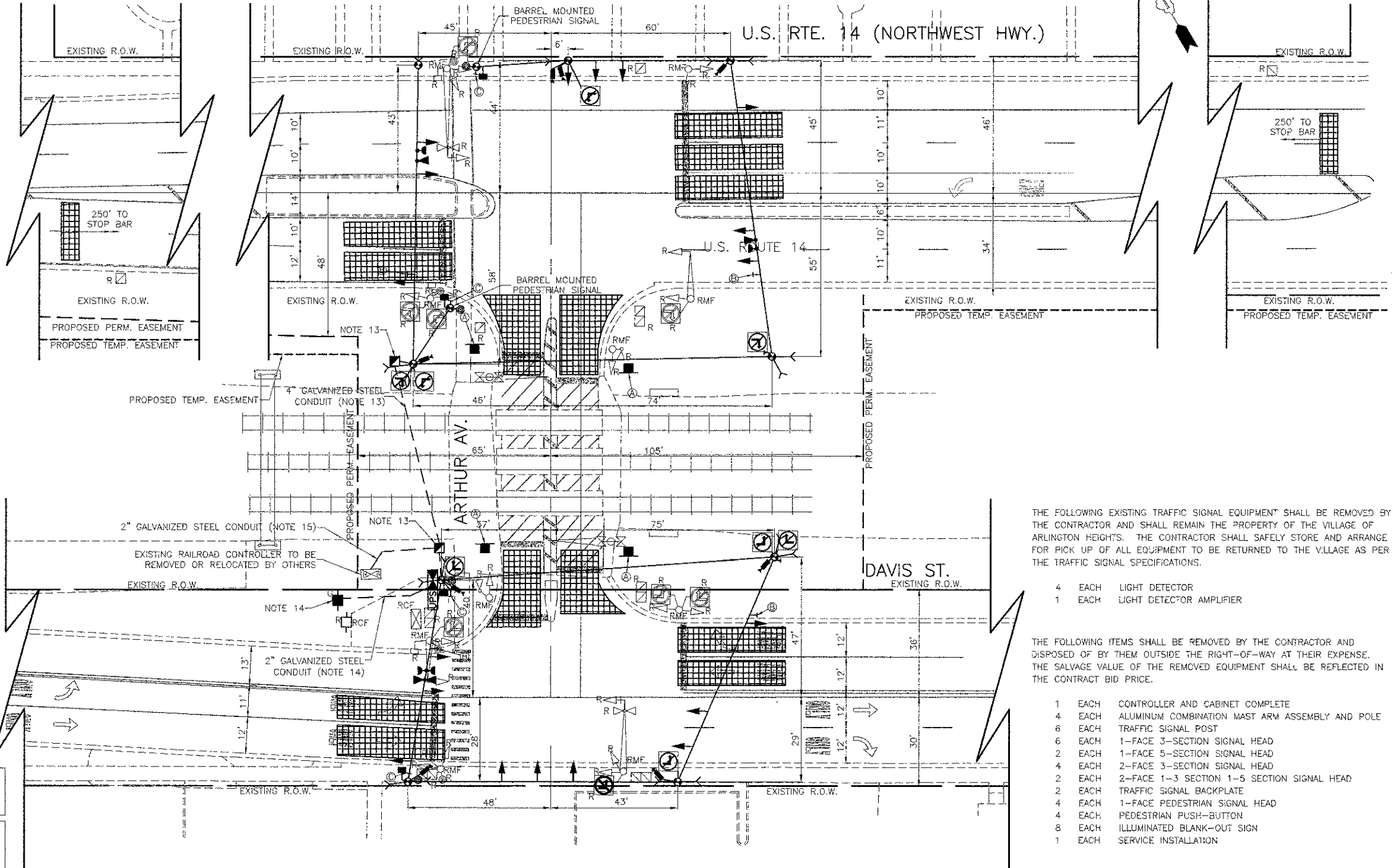


DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY
DATE	BY

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300 mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
- WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
- THE ARTHUR AVENUE CROSSING SHALL BE CLOSED TO VEHICLE TRAFFIC DURING THE WIDENING AND RECONSTRUCTION OF THE CROSSING (TO BE COMPLETED BY OTHERS) AND SHALL REMAIN CLOSED UNTIL THE PERMANENT TRAFFIC SIGNAL IS TURNED ON. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING THE CLOSURE OF THE ARTHUR AVENUE CROSSING.
- THE EXISTING SIGNAL TIMINGS AT THE INTERSECTIONS OF U.S. ROUTE 14/ARLINGTON HEIGHTS ROAD AND ARLINGTON HEIGHTS ROAD/SIGWALT STREET SHALL BE ADJUSTED AS NEEDED WHILE THE DETOUR IS IN PLACE FOR THE ARTHUR AVENUE CROSSING CLOSURE. THIS WORK SHALL BE PAID FOR AS "TEMPORARY TRAFFIC SIGNAL TIMING".
- THESE HANDHOLES AND 4" GALVANIZED STEEL CONDUIT SHALL BE INSTALLED AS A PART OF THE TEMPORARY TRAFFIC SIGNAL. THE CONDUIT SHALL BE INSTALLED AS SHOWN ON DETAIL "A". THE HANDHOLES SHALL BE REMOVED UPON THE REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
- THE PROPOSED SERVICE INSTALLATION SHALL BE INSTALLED FOR USE WITH THE TEMPORARY TRAFFIC SIGNAL. ALL WORK TO CONNECT THE TEMPORARY TRAFFIC SIGNAL TO THE PROPOSED SERVICE INSTALLATION SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION". THE PROPOSED GROUND MOUNTED SERVICE INSTALLATION AND TYPE A CONCRETE FOUNDATION SHALL BE PAID FOR SEPARATELY.
- THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INTERCONNECTED TO THE EXISTING RAILROAD CONTROLLER PRIOR TO THE TEMPORARY TRAFFIC SIGNAL TURN-ON. DURING THE RECONSTRUCTION OF THE ARTHUR AVENUE CROSSING, THE RAILROAD BUNGALOW WILL BE REPLACED BY OTHERS AND THE TEMPORARY TRAFFIC SIGNAL SHALL BE INTERCONNECTED TO THE NEW RAILROAD CONTROLLER. ALL WORK REQUIRED TO INTERCONNECT THE TEMPORARY SIGNAL TO THE EXISTING AND PROPOSED RAILROAD CONTROLLER, INCLUDING THE 2" GALVANIZED STEEL CONDUIT, SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".



LANE RESTRICTIONS, FLAGGING OR OTHER TEMPORARY TRAFFIC CONTROL OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE HIGHWAY VEHICLES TO STOP ON THE RAILROAD TRACKS, UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AT THE GRADE CROSSING TO MINIMIZE THE POSSIBILITY OF HIGHWAY VEHICLES STOPPING ON THE TRACKS, IN ACCORDANCE WITH SECTION 8 OF THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

- |                                    |                                       |                                      |
|------------------------------------|---------------------------------------|--------------------------------------|
| (A)                                | (B)                                   | (C)                                  |
|                                    |                                       |                                      |
| R 8-8<br>24" X 30"<br>(4 REQUIRED) | R 10-11a<br>30" X 36"<br>(4 REQUIRED) | SPECIAL<br>24" X 30"<br>(4 REQUIRED) |

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE VILLAGE OF ARLINGTON HEIGHTS. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE VILLAGE AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 4 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

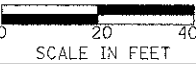
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 1 EACH CONTROLLER AND CABINET COMPLETE
- 4 EACH ALUMINUM COMBINATION MAST ARM ASSEMBLY AND POLE
- 6 EACH TRAFFIC SIGNAL POST
- 6 EACH 1-FACE 3-SECTION SIGNAL HEAD
- 2 EACH 1-FACE 5-SECTION SIGNAL HEAD
- 4 EACH 2-FACE 3-SECTION SIGNAL HEAD
- 2 EACH 2-FACE 1-3 SECTION 1-5 SECTION SIGNAL HEAD
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH 1-FACE PEDESTRIAN SIGNAL HEAD
- 4 EACH PEDESTRIAN PUSH-BUTTON
- 8 EACH ILLUMINATED BLANK-OUT SIGN
- 1 EACH SERVICE INSTALLATION



USER NAME = \$USER\$	DESIGNED - MFB	REVISED - 11/07/12
PLOT SCALE = \$SCALE\$	DRAWN - OJT	REVISED - 11/30/12
PLOT DATE = \$DATE\$	CHECKED - JJE	REVISED -
	DATE - 10/22/12	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



U.S. ROUTE 14 AT ARTHUR AVENUE / DAVIS STREET  
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN  
EXISTING CONDITIONS  
SHEET NO. 1 OF 1 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	02-00177-00 WR	COOK	142	69
PROJECT NO. M-8003(426)		CONTRACT NO. 63514		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				